

GRIMSBY COD TOPS £90

QUAYSIDE market prices for best quality North Sea shelf cod soared to well over £80 per ten-stone kit at Grimsby last week as bad weather on the fishing grounds cut back supplies to half the normal quantity for this time of the year.

A number of merchants admitted they had paid over £90 per kit, especially at the beginning of the week when fish was very scarce, and a spokesman for one firm of merchants said their buyer had been forced up to £93.

"We needed fish for a very special customer — it was as simple as that. Obviously, we lost a lot of money on the deal, but when the cod only made up part of a very large weekly order the loss was absorbed by the profits from the other fish."

With supplies well below 20,000 kits, the worst situation since Easter, there were fears that the port was having a foretaste of the shortfall in fish supplies expected during the winter ahead.

Without a solitary distant water landing and with only eight local middle-water and North Sea trips, the onus on landings again rested with the port's fleet of anchor-seiners and pair trawlers.

However, most of these vessels had been through rough weather and among the anchor-seiners landings of more than 200 kits were the exception rather than the rule for the first time in months. On such short markets there was a big upward surge in prices and it was this factor which maintained the boom.

For the third week running it was a pair trawling team which took what honours there were, out-grossing all the traditional trawlers. This time it was United's Ellen, under Skipper Allan Thinnessen, and Melissa Louise (Skipper 'Cocker' Russell) which headed the list with a combined grossing of £32,874 from 952 kits after a 14-day North Sea trip on cod.

Not far in arrears was the John R. team Ann Charlotte (Skipper Bob Collins) and Sonia Jane (Skipper David Buley), which made £27,727 from 808 kits after just 10 days. Evan Dambit's Green Valley (Skipper Roger Younger) and Geisar (Skipper Mike Clark), with £19,969 from 540 kits of cod and codling, out-fished and out-grossed the trawlers from third spot in the weekly pairing league.



A good week for the new 108 ft. trawler Loveden. She made a new earnings record at Grimsby.

Top local trawling grossing came from Lindsey Trawlers 117 ft. Zemberg (Skipper Albert Wright) which followed up her last trip, then a career best, with a new company record of £18,098 from 549 kits, including 25 of had-cods, 105 of cod and codling, 165 of plaice, 27 of lemonna and 210 of dogs, made in just 13 days.

It turned out to be a big week for Lindsey with Loveden (Skipper George Brown) notching up a port grossing record of £15,726 for a 108-foot vessel from 478 kits, including a fine show of flats and prime, after 12 days, and Tom Grant (Skipper Bob Sinclair) chipping in with her second-best trip of the year, worth £13,907 from 482 kits in 12 days.

Mission Canada

GRAMPAN Regional Council through its Industrial Development Department is planning a British industry trade mission to Nova Scotia and Newfoundland next year.

The visit, which will be from March 24 to April 13, is the full support of the Overseas Trade Board mission grant will be available to members proved by the board.

Membership is open to firms making fish catch processing or marine equipment, to makers of fishing plant, and those firms in advanced fish technology and connected with spare trawler capital.

Group travel will be down costs of the trip, on current prices, may be about £300.

According to NESDA, British Consulate in Halifax Nova Scotia, along with Department of Fisheries, both Nova Scotia and Newfoundland, "are keen on the project and already begun arrangements to receive the mission."

Interested companies got further information from James A. Dimes, Development Officer, NESDA, 67 Queens Road, Aberdeen AB1 6VP. Tel: Aberdeen 321211. NESDA. Telex 733333 Gregco).

TRAWLERS GO MINESWEEPING!

TWO of Lowestoft's most modern trawlers, the Small and Company-owned Suffolk Harvester and Suffolk Monarch, are being converted for use by the Admiralty.

Conversion work has already started and, said a spokesman for Small and Company, would probably be completed by November 1 when the two vessels would be handed over to the Admiralty for minesweeping trials.

An Admiralty spokesman said this was a "normal procedure" to find out whether modern trawlers could carry out a role performed by them in any war or national emergency. "We think these two particular vessels will be ideal for that role. They have fine sea-keeping qualities and have operated under all sorts of conditions."

Harvester and Monarch, built only five years ago at the Fairmile yard on the Thames, are 130ft. long and equipped with twin 1,000hp engines giving them a speed of about 14 knots. They also have variable-pitch propellers, bow thrusters and Kort nozzles, which make them highly manoeuvrable.

Mr Tim Spurrier, a director of the Small and Company group's parent board, said the transfer of the two stern trawlers certainly did not mean that Small and Company was running down its fishing operations.

The firm now had a fleet of 16 trawlers, he said, and had just ordered a 33-metre stern trawler from Richards Shipbuilders of Lowestoft. The 15 trawlers included four stern vessels, two of which were going on Admiralty work, while Suffolk Conquest was fishing and the fourth, Suffolk Warrior, was on rig standby work.



We will watch mackerel, says Minister

MINISTRY officials are consulting fishing industry representatives this month to discuss arrangements for the south-west mackerel fishery, Ted Blehop, Minister of State, has told John Nott, MP for St Ives.

In a letter about the new mackerel licence and quotas, he said the Ministry of Fisheries would be keeping the level of catches under review. "If necessary, further action will be taken to ensure the orderly continuation of the fishery during the year as a whole."

Last month it was announced that the permitted daily catch of mackerel which could be taken by British fishing vessels was being raised from 3½ to 5 tonnes per crew member a day.

"This increase follows advice from international scientists that the total allowable catch for Western mackerel should be increased to 350,000 tonnes in 1978," Mr Blehop added.

The western stock is fished by UK fishermen off the west coast of Scotland and the West Coast of England. Last year, despite the increase in the UK catch, the reported international catch of the stock at 315,000 tonnes was markedly lower than in the two previous years, partly because of the exclusion of Soviet fishing from UK waters.

MANX HERRING - PRICES RISE

INTEREST in the Manx herring by Continental buyers has pushed prices up to more than £60 per unit (about 50 kilos) this week and quotas have been raised to five units per man per day as a result.

Quotas had been restricted to only two units per man, but the weekly meeting of the Manx Herring Advisory Committee decided on the increased figure when Dutch and Scandinavian buyers arrived last week.

Lawrence Corlett, Secretary of the Isle of Man Fisheries Board, said the previous quotas were kept deliberately low, as quality of the fish was poor and prices as low as £20. They did not want to see fish dumped.

Of the controversy raging over the share of the 120 licences for UK fishermen this year, Mr Corlett said that no matter how the available licences were allocated, there would always be aggrieved fishermen.

"It is bound to happen when there are far more boats than there are licences."

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Dutchmen find an EEC loophole

GRIMSBY fishing vessel owners are pressing John Silkin, Agriculture and Fisheries Minister, to plug a huge loophole in the Common Fisheries Policy which they fear could lead to queues of foreign vessels using up British catch quotas, quite legally once their own are exhausted.

This new problem emerged when it was disclosed (Fishing News, September 8) that the former Dutch beam trawler Britanna, transferred recently to the British flag and registered as a Grimsby vessel (GY 243), had not been fishing before the switch because of exhausted Dutch quotas.

As a consequence her Dutch owners had received generous financial compensation from their government.

Solution

A special meeting of the Grimsby owners on Tuesday failed to provide a solution which would prevent more laid-up Continental tonnage from following suit.

Indeed, it was reported that one Grimsby agency had 12 Belgians waiting to see if Britanna encountered any problems following her transfer, and other laid-up vessels from France, Denmark and Holland were said to be poised to register under the British flag to exploit the loophole.

After the meeting a spokesman told Fishing News: "It is a very complicated situation. We cannot fault the procedure of registry of Britanna as British."

"Her agents have done everything above board with the authorities, and she is currently registered as a Grimsby fishing vessel, and therefore presumably entitled to a share of British fishing quotas. We are contacting Mr Silkin urgently for guidance, and hope he will take immediate steps to block the loophole."

Fred Parkes, president of the Grimsby Fishing Vessel Owners' Association, said they wanted Mr Silkin to take urgent action to make sure the floodgates remained closed. He also hoped for an assurance that fish landed by Britanna would not be deducted from British quotas.

No recommendations were made to Mr Silkin, although the introduction of a licensing system for all vessels was discussed again.

In reply, the ministry said that it was looking into the matter, but there was nothing at present to stop foreign vessels registering in the UK. No rules had been broken, but things would be broken, if proper licences and catch quotas were in force.

Malden

Britanna, due to land her maiden trip shortly, is crewed by Grimsby fishermen, and now owned by a local company known as Britanna GY 243, some of whose directors are understood to be Dutch.

The British Fishing Federation is quoted as saying that it views the situation with concern. There had been rumours that Norwegians and Danes might set up companies in the West Country to get at British mackerel.

The federation is worried about the threat to the fishing industry caused by EEC policy on free transfer of capital and labour.

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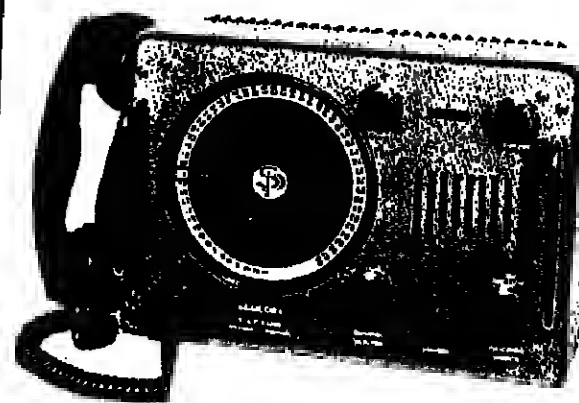
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STERN TRAWLERS ON TOP



North Sea 'no' for herring longshoremen

THE GOVERNMENT is standing firm on its ban against any herring fishing in the North Sea and has turned down a request by the National Federation of Fishermen's Organisations for a limited resumption of a drift net herring fishery.

The news came as a blow to Lowestoft longshoremen, who had initiated the federation's request, and they reacted swiftly by announcing that the Lowestoft fleet would put to sea if any other EEC fishermen were allowed to go for North Sea herring this year.

In presenting the plea for a limited resumption by the longshoremen the federation made three important arguments to the Ministry of Fisheries. First, it pointed out

that as the Dutch and French were permitted some North Sea herring fishing in 1977 the ban on British boats was unfair, especially as most of the herring was in UK waters. Justice might have been restored if British vessels had been allowed to catch herring, even in very restricted quantities, in 1978, it said.

Second, the federation was asking for a resumption of a limited drift net fishery only, one of the least destructive methods of taking herring. It considered it would be difficult to conceive a method of fishing which allows more fish to escape capture.

The longshoremen work fairly close to the shore and their nets, suspended to a depth of only about 18ft, have wide meshes which ensure that all immature fish pass through.

Finally, the federation said that a good deal of the

herdship caused by the over-fishing of white fish stocks could be alleviated if some of the small vessels could recommence a limited herring fishery.

Turning down the application, the Minister, John Silkin, said he had considerable sympathy for the longshoremen's plight. Nevertheless, because of the implications of a limited resumption of herring fishing as it effected the Government's conservation policy and for the UK's negotiating position within the Common Market, the request for an immediate relaxation has been rejected.

"We have had nothing but delaying tactics from the Government over this," said Mr H. W. Beale, chairman of Lowestoft Inshore Fishermen's Association.

"Last year, other EEC members got dispensation for herring fishing, but not us."

MILFORD CO-OP CALL

MILFORD HAVEN'S eeling fishing industry is to be the subject of studies by the White Fish Authority and the Fisheries Organisation Ltd. who are to report back to Alec Jones, Parliamentary Under-Secretary at the Welsh Office. He will then decide whether any action will be taken.

Mr Jones was at Haverfordwest last week to receive from Pembrokeshire Labour Party's industrial sub-committee a hard-hitting report on the plight of the unemployed in the county. The report includes a seven-point plan for the revival of the fishing industry in which a key proposal is the formation of a co-operative.

The report states: "It is with regret that we have to dismiss the present trawler owners as unsuitable candidates for spearheading the revival. They have had opportunity upon opportunity over decades to do so."

"As the townspeople will tell you, most of the money earned for the industry by trawlermen is risked and often lost in life and invested as it should have been in the industry."

Our proposals are for a completely new framework for the industry as far as the Milford Haven is concerned, but we hope also that new, much-needed guidelines for the industry nationally will soon be forthcoming — in that the present system of fishing encourages the taking of as much fish as possible to maximise the short-term financial gains of the owners of the fleets, without consideration for future fish stocks and in some cases men's lives.

Priority

"It is clear that if the fishing industry is to survive, its first priority must be to conserve fish stocks, harvesting only that which can be replenished. Huge 'vacuum cleaners' must be banned and fishermen with a vested interest in preserving their industry given more to say in the type of boats used."

A co-operative system run by the fishermen themselves would appear to be a vastly superior method of running the fishing industry, the report says. Ideally, there should be a co-operative in each major port, with each port working its own areas."

THE TOP four Lowestoft boats last week were stern trawlers, headed by the boat-breaking trip by the Group's St. Patrick, which was briefly reported in the week's Fishing News.

The St. Patrick, which came from a 10-day trip to the North Sea grounds, the command of Skipper Terry Martin, in last Tuesday's market with 100 kit catch mainly of plaice which sold for £20.75.

This was a record price for a Lowestoft trawler, beating the £20.245 net from a landing at Gillingham's Tellenmen's Ripley Quay on February 18 — and also the Lowestoft landing record set up by sister ship, the St. Patrick, when she grossed £18,717 last October.

St. Patrick was the second-biggest sailing vessel at the port last week with a grossing of £17,830 from a 504-kit catch landed on Wednesday after a 12-day trip under Skipper S. Jones.

Third place went to Tellenmen's Ripley Quay (Skipper Cullin Craig), which landed a 360-kit catch on Thursday after 12 days, grossing £14,688.

Fourth place went to the Sea Darts (Skipper A. Ouse), which landed a 403-kit catch after a 12-day trip, made £13,288 at the sales.

Fifth and sixth places went to two other trawlers, Colin Huddersfield Town (Skipper John Peck), who grossed £12,800 from a 400-kit catch, put ashore on Monday after a 13-day trip, and Tellenmen's Ripley Quay (Skipper Allen Hutton), who grossed £12,287 from 310 kits landed on Friday after 10 days at sea.

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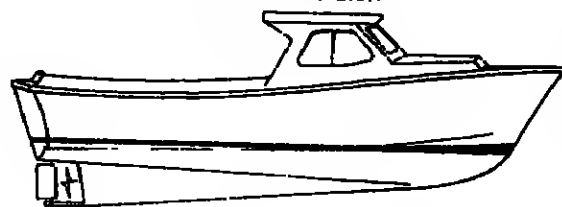
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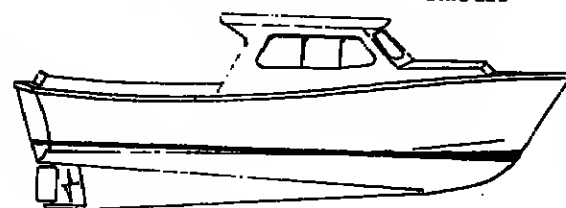
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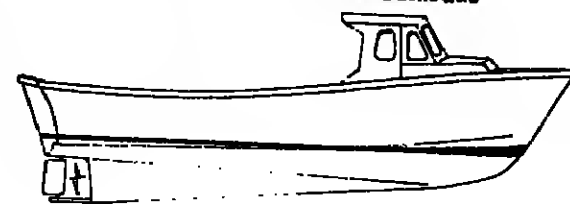
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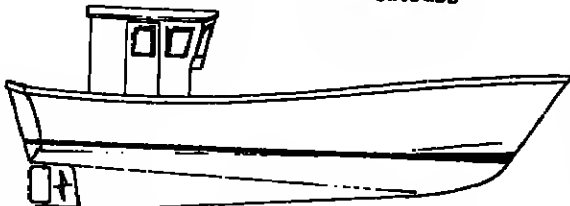
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TWO LANDINGS — £234,000

WET FISH grossings from Icelandic vessels landing at Hull ran into six figures twice last week. The two vessels which achieved this were the Engey and the Ingolfur Anarson.

Brettell changes company

SKIPPER Bill Brettell has changed companies at the age of 47. Commanding the Navington side trawler Somerset Moughom, Skipper Brettell was five times winner of the Silver Cod trophy in the 1960s. He then transferred to the Navington wet fish star trawlers Hornmond Innes and C. S. Forester, both of which were consistent top performers in the Hull fleet.

Now Somerset Moughom has been laid up and Hornmond Innes has gone off to Canada. Skipper Brettell has been sharing command of C. S. Forester with Skipper Dick Taylor on a trip trips on, two trips off basis.

Silkin at Torry

JOHN SILKIN, Minister of Agriculture, Fisheries and Food, is visiting Aberdeen today to see the work of the Ministry's Fisheries Research Station at Torry, and to talk to representatives of the fishing industry.

He is meeting representatives of the Scottish Fishing Federation and the British Fishing Federation and having talks with the unions and with the Skippers and Matas Association.

Also today, Gregor MacKenzie, Minister of State at the Scottish Office with special responsibility for industry, is visiting Campbeltown to tour factories and the shipyard.

HERRING 'NIGHT'

AN OLD form of Scottish hospitality was revived at Stirling University last week when a "Hanselling Night" event was organised by the Herring Industry Board as a prelude to the Institute of Public Relations Local Government Group's annual weekend school.

It began with a ceremonial "piping-in" of the party of more than 120 leading public relations officials, representing practically every local authority district and region in the UK.

Then the guests were served with a buffet supper of Scottish foods and drink.

The following firm supplied the menu: W. A. Baxter & Sons Ltd., Forthbank, the North of Scotland Milk Marketing Board, Gilmers Ltd., Hutton, and Wm. Grant & Sons (Stanfield) Ltd.

The week opened with the Ingolfur Anarson making £120,478 for 3,359 kits at the Monday and Tuesday sales and it closed with the Engey realising a total of £113,448 at the Thursday and Friday auctions for 3,307 kits.

Huge though the Engey's grossing was, it fell £8,032 below her previous Hull best. Earlier this year she set up a European record at Hull by making £121,480 for 4,400 kits.

Har latest smaller discharge and average price for them par 10 stons kit comprised: 2,270 kits of cod (£35.40); 344 of codling (£31.84); 337 of haddock (large £41.11, small £39.97); two of plaice (£37.75); two of halibut (£46); 247 of radfish (£24.47); 30 of rockfish (£23.35); seven of ling (£24.14) and 258 kits of coley (£21.62).

Before the Engey's arrival only six wet fishing vessels had discharged at Hull during a fortnight spell. Within that period all such arrivals, with the exception of Navington's C.S. Forester, were Icelandic vessels for which the Boyd Lise were port agents.

At the time only one Hull-based freezer, Hmilling's St. Giles, was still at sea. Her return with about 1,100 kits aboard was expected this week.

Limited

The port was without any Monday frosher landings, either British or foreign, and although there were overland arrivals that day from inshore ports, bad weather limited the total to about 1,070 boxes.

On Wednesday the Icelandic trawler Jun, for which Boston Deep Sea Fisheries were port agents, landed a turnout of 2,456 kits which made £84,146.

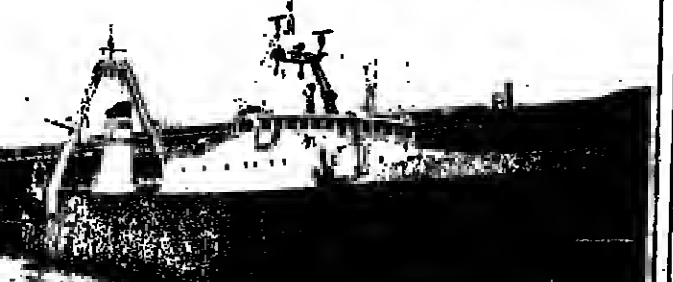
FAROE VESSEL IS A TIGHT FIT



Salbum, (above) believed to be the biggest boat ever to berth in St. Monans harbour, Fifa, is being fitted out there by James W. Miller. The vessel, more than 100ft. long was built at McTay Marine's Bromborough yard, Merseyside, to an order from Torshaven in the Faroes.

Kurd top free

Position	Vessel	Tonnes	Points
1 (3)	Kurd (BUT)	1208	17,104
2 (2)	Pict (BUT)	1123	16,337
3 (1)	Arctic Freebooter (Boyd)	1197	16,198
4 (11)	Invincible (BUT)	894	14,515
5 (8)	Kirkella (Marr)	1027	14,484
6 (7)	Coriolanus (BUT)	1002	14,475
7 (6)	Rosa Illustrous (BUT)	997	14,418
8 (4)	Roman (BUT)	1129	13,715
9 (18)	Arctic Galliard (Boyd)	2945	12,927
10 (5)	Kelt (BUT)	879	12,890
11 (17)	Done (BUT)	301	12,475
12 (20)	Northello (Marr)	2046	12,141
13 (18)	Swanella (Marr)	828	11,864
14 (9)	Arctic Buccaneer (Boyd)	854	11,742
15 (12)	Southella (Marr)	2064	11,687
16 (14)	Rosa Vanguard (BUT)	785	11,579
17 (10)	St. Benedict (Hamling)	9325	10,737
18 (22)	Princess Anne (Boston)	2227	10,652
19 (15)	St. Jerome (Hamling)	825	10,347
20 (26)	Junella (Marr)	1640	10,250



People



JOHN WRIGHT (above) Bord Iscaigh Mhara head an expanded relations department at board as a result of reorganisation of management.

In the re-shuffle Dr. R. Meaney takes over Mr. Wright's post of Fisheries Development Manager.

In a recent reorganisation at the Fish Authority a combined trade and publicity department has been set up under Mr. D. A. Woodcock as controller.

As deputy controller, Mr. Richard Murray will assume additional responsibility for the authority's information services as also for those of the Herring Industry Board.

Mrs. H. J. Beavey becomes advertising manager and Mr. Robert Mure continues as public relations officer. Regional and area officers of the authority will continue to be responsible to the controller.

This merger of the trade and information departments will enable the authority to offer the industry a more comprehensive and effective service in both fields.

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ROYAL CATCH!

A 68-pound sturgeon, the Royal fish, was caught in the Thames estuary last week by the Challenger trawling out of Burnham-on-Crouch. The crew took the fish to the Fisheries Laboratory at Gurnham where it measured 5ft. 7in. long.

A spokesman for the laboratory said that the fish was the first record they had of a sturgeon being taken in the Thames area, although a few fish are caught in Bristol waters each year. The largest recently taken, in 1886, was 11ft. long and weighed 142 lbs.

COMMENT

WHATEVER THE implications for the country, Mr. Callaghan's decision not to call for an election does at least have the benefit for the fishing industry that there will not be a change of minister. A cabinet shake-up at this late stage can be virtually ruled out.

Whether this is good news for Mr. Silkin remains to be seen, because shortly he could be facing a crisis-torn fishing industry this coming winter.

For years now we have been hearing that the only way to a secure fishing future would be through an overall scheme of fisheries management. At first it was expected that this would come through the EEC, but since it seems that decisions in Brussels are dictated by politics, these hopes now look misplaced.

What we have ended up with is a half-cock compromise; while the UK moves in with controls on some species, the EEC is busy putting up the level of fishing on others, i.e. mackerel. In a situation like this, somebody has got to lose out. Already there are fears for the future of some Scottish boats when the Manx berring season ends next week.

This problem of finding a place to fish has mainly been faced by the deepsea fleet; now it looks like catching up with the inshore sector. Mackerel still presents the only hope for taking up the slack among the fishing fleet, but already prices are dropping now the Scottish west coast season is under way. This looks a bad pointer for winter fishing off Cornwall.

If the winter proves to be as bleak as it looks now, there will be renewed claims for compensation from the Government — only this time inshoremen will be backing their deepsea colleagues.

No doubt the government will point out to any claimants that the EEC has a compensation fund for communities that are reliant on fishing. But there is little hope of getting aid of this sort from Brussels, where, it is now considered that unilateral action by the British government is the main cause for some of our fishermen going out of business.

fishing news

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NORWAY FISHING INDUSTRY WARNING... There are limits to growth, says PM

NORWAY'S Prime Minister, Odvar Nordli, has warned that there are limits to the future expansion of his country's big fishing industry.

Speaking at a Labour Party meeting at Kvalund in Finnmark, he said the government's long-term programme for fisheries had been drawn up with four basic guidelines:

- Fisheries policy must be adapted to exploit the potential of marine resources.
- It must be developed in the light of its significance for certain areas of the country.
- People in fishing must be guaranteed incomes comparable with those in other industrial sectors.

Catches must be so apportioned that there is optimum coverage of the world's nutritional needs. The most difficult task in the domestic fisheries policy, said Mr Nordli, was to ensure a balance between the fishing fleet's capacity and production, and the available resources of fish.

Soon, the Norwegian government will appoint a committee to examine all aspects of its concessions policy in the fisheries.

The harbour has the only safe deep water berths in the island and there is severe competition between the pleasure craft and commercial users.

Back in May the SFC formulated a long list of reasons why fishermen needed more facilities. Now they are pressing for action.

It is likely that the present law Minister, Jens Evensen, will become a special advisor in the Ministry of Foreign Affairs when he resigns from the Government.

BERTHING PUSH

TALKS between the Guernsey Sea Fisheries Committee and the Island's Board of Administration have been held with a view to solving fishermen's berthing and other problems.

As more and more fishing boats crowd into St. Peter Port, the troubles become more acute.

Date for Svalbard meeting

NORWAY'S Law of the Sea Ministry is to be discontinued in the autumn.

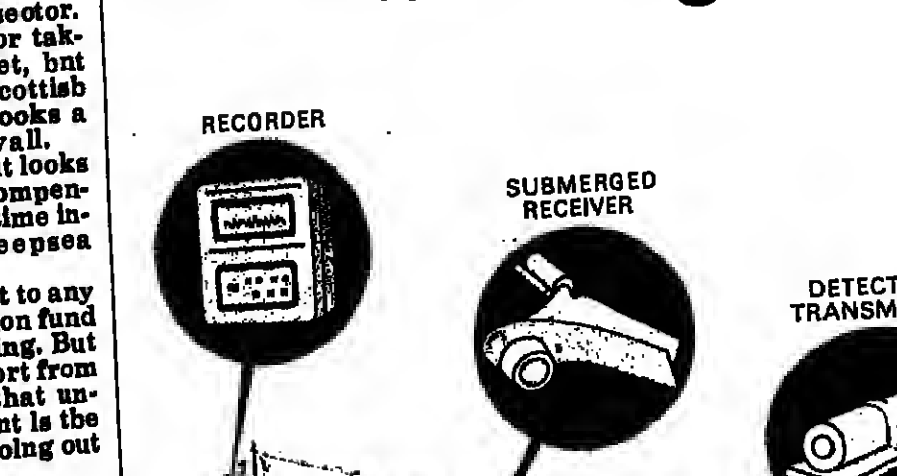
It appears that the more important tasks assigned to it are now nearing completion.

A statement issued from the Prime Minister's Office made it quite clear, however, that the negotiations with the Soviet Union concerning the fisheries protection zone around Svalbard have to be concluded before the Ministry is terminated. A meeting with the Soviet Fisheries Minister, Mr. Iakov is planned for the middle of October.

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★ Continuous recording of water temperature around the net enables experienced skippers to locate thermoclines where plankton concentrate.

★ Silent, reliable, multi-stylus recording system.

★ Can be used in any depth down to 1200 metres.

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Fishermen

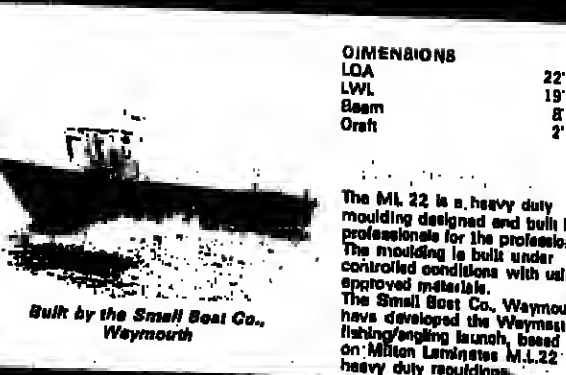
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fishing/lifeboat launch, based
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heavy duty moulding.

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Liferaft release system

"A YEAR OR TWO
ago we heard that a
device for releasing
liferafts automatically
was being tested
aboard *Miranda*."

"Do you know anything
about it, whether it proved
satisfactory and whether it is
being produced for use in
commercial vessels?"

■ The device tested for three
years in the distant water
support vessel *Miranda* was
designed to form part of the
tackle used to secure liferafts
in their stowage positions; it
was fitted between a sen-
house clip and a shackle
secured to the deck plate.

Should a vessel sink,
devices of this kind are ac-
tuated by water pressure and
release liferafts in GRP con-
tainers at a pre-set depth.
The containers and rafts then
rise to the surface, the latter
being automatically inflated
as they do so.

Weak links in the devices
ensure that containers cannot
be dragged down by sinking
vessels.

I suppose this tests made in
Miranda were not to find out
whether the device would
work, but whether it would be
satisfactory after prolonged
exposure in all weathers.

In the event it must have
done so. For, on conclusion of
the trials, the Department of
Trade and Industry issued a
Certificate of Inspection and
Test stating that it complied
with certain requirements
decreed by the International
Convention for the Safety of
Life at Sea in 1974.

The device is known as the
Hydrostatic Release Unit
Mk.5F and is being produced
by Berwyn Engineering Ltd.
at Chippenham, Wiltshire,
for Beaufort Air-Sea Equip-
ment Ltd., Beaufort Road,
Birkenhead, Merseyside.

It is already in use in many
warships and merchant
vessels, and it is likely that it
will become compulsory to in-
corporate it in the liferaft
securing tackle of most
British-registered vessels
from July 1979 onwards.

Big drums for bait

"WE NEED 20 plastic bait
barrels each capable of
holding 60 litres or more
of bait/selt. Do you know
where we can get them?"

"We should also like to
know where we can get card-
board/polythene 'one-way'
fish boxes with lids, as we
have to consign fish by ferry
to the mainland when catches
are too large for our limited
local market."

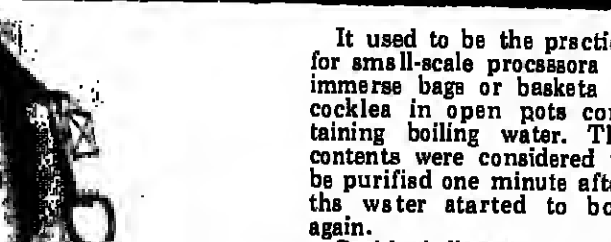
■ You can get 60-litre plastic
bait barrels from the Drum
Division of Bowater In-
dustrial Packaging Ltd.,
Dale, Stockport, Cheshire.

The division makes a range
of 60, 80, 120 and 210-litre
blue, barrel-shaped drums
moulded from high density
polythene. They are known as
the International Range.

All drums in the range have
large diameter open tops
which can be sealed by World
Star lids which have a lever-
action locking band to ensure
that sealing can be carried
out speedily.

The drums are primarily

John Burgess' Log



It used to be the practice
for small-scale processors to
immerse bags or baskets of
cockles in open pots con-
taining boiling water. The
contents were considered to
be purified one minute after
the water started to boil
again.

Cockle shells are a valuable
by-product in some fisheries.
They are ground up to make
grit for poultry and can add
as much as 10 per cent to the
value of the catch.

Food and Drugs Acts
stipulate that premises in
which cockles are processed,
the method of processing and
the final product must be ap-
proved by your local Health
Authority.

I suppose that final
proved by the local Health
You would be free to sell the
shells to any buyer you could
find.

Mid-water seine net

"DO YOU know of any
kind of net which can be
worked like a seine net
for catching pelagic In-
stead of demersal fish?"

■ The only type of net that I
know of which can be used in
this way is the lampara net. It
is a sort of hybrid between a
ring net and a purse seine,
shaped like a dustpan with
wings on either side.

It was evolved originally in
the Mediterranean for
catching sardines with the aid
of lamps by night and its
name is said to derive from
the Italian word 'lampo'.

Developments of it are now
in use all over the world both
for catching edible fish, such
as sardines and mackerel,
and live bait for tuna fishing.

The bunt of a lampara net,
which may be up to 200
metres long by 20 metres
deep in the middle, is made of
very small mesh, and the
wings of large mesh, netting.
The dustpan shape is achieved
by making the weighted
footline considerably shorter
than the floatline.

A lampara net can be
worked by one boat or two. If
by a single boat, one wing is
anchored or secured to a buoy
and the net is run round a
shoal of fish. When the circle
is complete, both wings are
hauled together.

If it is worked by two boats,
the end of one wing is retained
in one boat while the other
anchors or drifts while the net
is run around a shoal by the
other. In this case, each boat
hauls a wing of the net on
completion of the circle.

Nets of this kind are usually
worked by night, powerful
surface or underwater lights
being used to attract and keep
shoals in the vicinity of the
boat or boats. They are work-
ed, of course, over rough as
well as smooth bottom.

Gallows blocks

"WE ARE fitting out
we bought for trial.
Our local sealer
made gallows for
steel piping but
make or supply
blocks for them."

"Can you suggest a
of supply?"
■ Clerk and Co. Ltd.
Womersley Road, Great
South Humberside, man-
ufactures a range of about 10
different types and sizes of
gallows block, one of which
which should suit you.

All of them incorpo-
cast steel roller fitted
either ball bearings or
roller bearings or a
bronze bush.

The company also
deck bollards and the
types of cast steel rollers
might be of interest to
too.

'Hansom cab' plea

GEORGE COULL, 41
Yollop Hill Drive, River
Aberdeen, wants to
a model of a hansom
steam trowler - the
Toronto (LO 198), No.
(H 894) or Touchstone
229).

He says that he
contacted all the ma-
ritime museums to
tain plans of one of
vessels but has not
any luck.

He would be grate-
any reader who can
and is prepared to re-
any expenses incurred.

Best way to earth

"I HAVE bought a 32
GRP boat and am going
to install a radio tele-
in her. Will it be
necessary to fit an ear-
set via the engine and
propeller shaft?"

■ Earthing via engine and
propeller shaft may not be
fully efficient and will
cause radio interference.

A low resistance earth is
essential part of a satisfactory
installation and your best
way to achieve one is to fit
copper earth plate, or
Dyna-plate, below the
waterline.

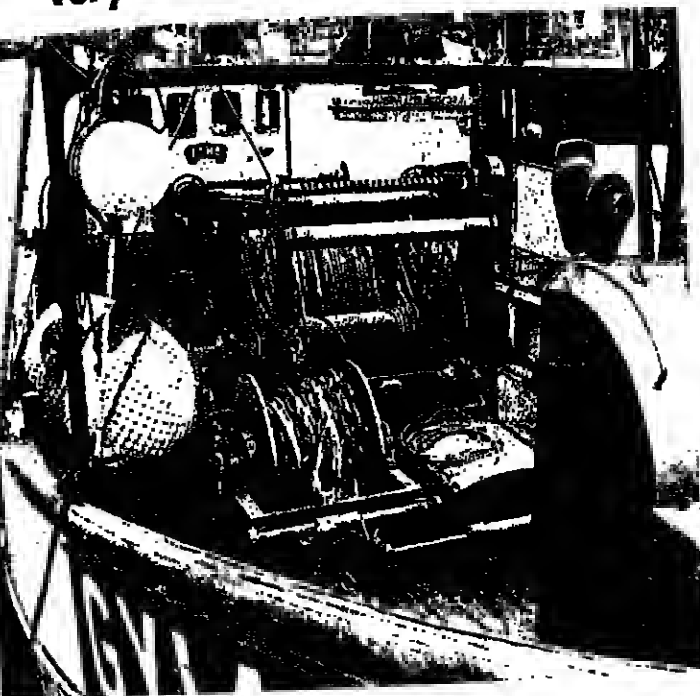
The larger a copper plate,
the lower the electrical
resistance. For best results
you would need to fit one of
a minimum area of 4 sq. ft.

You might consider it
easier and simpler to fit
Dyna-plate, measuring only
a few square inches, which
would be equally efficient.
so, you could get one from
Coastal Radio Ltd., Weymouth
Chelmsford, Essex.

ANY QUESTIONS?

■ IF YOU have any
about boats, boats,
or methods, John Burgess
always prepared to
answer them by letter
with a stamped ad-
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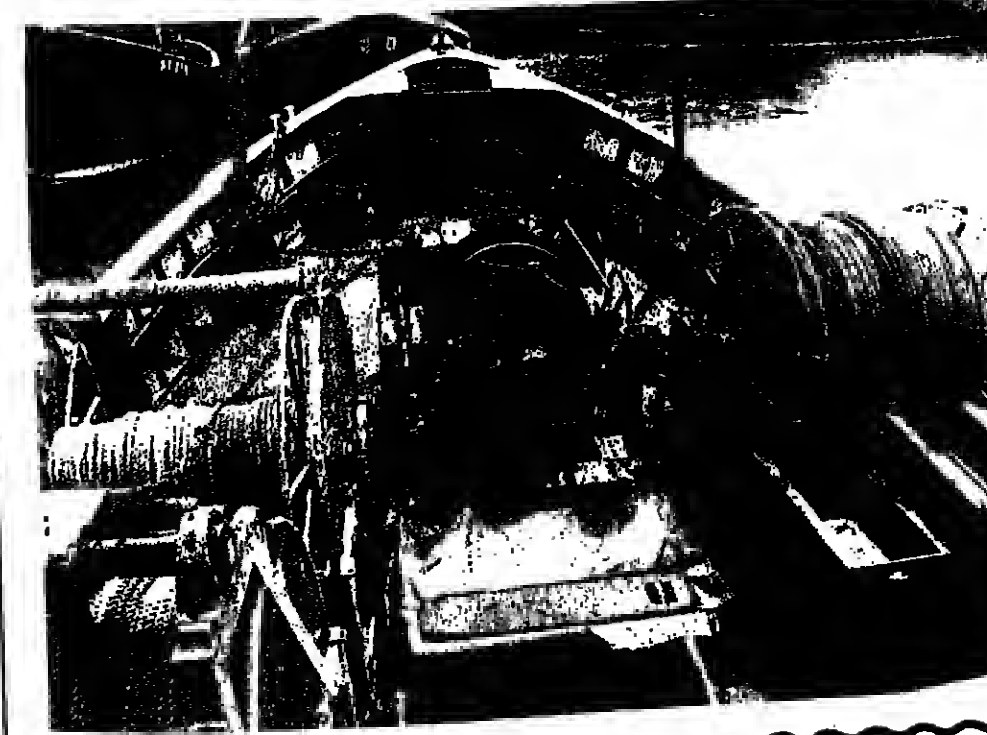
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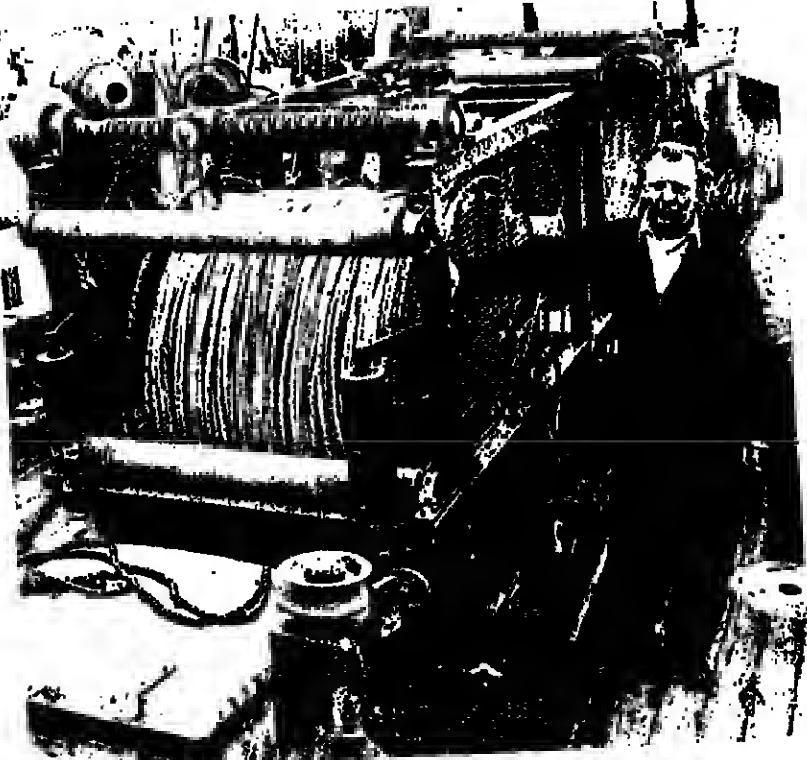
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Eire's largest wooden boat

SOUTHERN Ireland's
largest home-built
trawler is now herring
fishing in the Irish Sea
under Skipper John
Doyle of Kilkeel after
her completion at the
Mevagh Boatyard.

The 82-footer has a cooled
hold and was built for
Skipper George Doherty of
Ardara by the yard at Dow-
nings, Co. Donegal. The boat
will be the largest of her type
in Ireland until the State
BIM yards complete two 86-
footers.

The owner has named the
boat *Luda Noofa* (St Jude)
and she has been based at
Howth for the herring fishing.
Designed at the yard, *Luda
Noofa* has a registered length
of 78.3ft., beam 23ft. 9in. and
draft 13ft. Her construction
is of 24in. large planking
on oak frames.

Saving

As is usual practice at
the Mevagh yard, the
superstructure — whale-
back, wheelhouse/deckhouse
hatches and ladders — are
made of aluminium. Yard
boss, Frank Carr, says the
cost is little more when weighed
up against the savings in
maintenance. Also of
aluminium are her fish hold
stanchions and pond boards.
The hold cooling system is by
Promac.

Mevagh fitted the slow-
speed Grenaa 8F24TK diesel
of 680hp at 500 rpm to the
boat which has VP sterngear
and a propeller nozzle as a
single package. The twin elec-
trically operated engine con-
trols are mounted in the
wheelhouse.

Her auxiliary diesel is a
Lister of 80hp which drives a
compressor, bilge pump, two
generators and cargo hoist
pumps. Her steering gear is
power-assisted hydraulic by
Tenfjord.

The boat is fitted with
three bilge pumping systems:
one Deami bilge and
deckwash; one in GGG bilge
and deckwash; and three in-
side-discharge manual Whale
pumps.

The 82-footer's trawl winch
is the hydraulic Jensen type
80 model with a capacity for
1,000 fathoms of 24in. warp
on each drum. It is fitted with



Mevagh's 82-footer *Luda Noofa* has started herring fishing from Howth.

hydraulic guide-on gear
which can be controlled from
both the winch and bridge.
The power block is by Loeise
— the four-shaave model
mounted on an Atlas crane —
and the cargo winch is from
the same firm.

Luda Noofa has dual wiring
systems of 24 and 110 volts
supplied by four Transmotor
generators. She has a Francis
electric anchor winch and
Kempsea central heating
throughout.

A Frank Mohn gearbox
power take-off driven from
the front end of the Grenaa
main engine has five outputs:
clutch for the main winch
pump; for the power
block/guide-on gear; clutch
for the Deami bilge pump;
one for the 110 V alternator
and another for the 24 V
alternator.

The pneumatically-operated
clutches are on their out-
put shafts and there is 24 V
dc remote control from the

engine room and wheelhouse.
The 82-footer relies on Ger-
man Atlas fish finders, being
fitted with the LAZ 71 echo
sounder, LAZ 100 echo
sounder, DSG bottom lock;
Mittellodor sonar; LAZ 61
fishloop; and NSHE net
sounder with LAZ 71
sounder.

Other electronic aids
aboard *Luda Noofa* include:
'Sailor' 400 W SSB radio
telephone; 'Sailor' RT144
VHF; Decca Clearscan
RM16C radar with 60-mile
range and video processor
two; Ben speed log; Decca
autopilot; and UME intercom
system with three external
and three internal speakers.

Achievement

Completing an 82-footer is
a real achievement for this
private yard which has a se-
cond string to its bow. Wood
is the main production — a 60
and 66-footer are now being
built — but Frank Carr sees a
future for ferro-cement.
Recently the yard has built
five and complements include
a 21-footer, a 30-footer and a
34-footer. The yard started in
ferro-cement by building kites
from MacAlister-Carvell.
With the run-down of this
firm, the yard is now working
on its own.

Restless Wave is the 34-
footer in ferro-cement and
she has a beam of 13.5ft. and
draft 6.25ft. Her owner is
Brandon Ryan of Passage
East, Co. Waterford, who has
been operating the boat on
cement soon.

Fishers Friend has been
crayfishing under her own
Charles Gallagher of Burien-
port. The yard hopes to build
two more 38-footers in ferro-
cement soon.

Latest ferro-cement boat from Mevagh — the 30ft. long *Fishers
Friend* — has been crayfishing.



Ocean Herald II (right) is a sister-ship to *Rhodella*, also built by Jones Buckle Shipyard. Above: Almed EQ sounder (central in *Ocean Herald II*'s wheelhouse).

74-FOOTER BUILT IN ONE YEAR

OCEAN HERALD II, a wooden 74-footer for Skipper Rob-
bie Petent, has started fishing just one year after being
ordered.

Jones Buckle Shipyard built the boat which is similar to
Eric Smith's *Rhodella* (the yard's previous boat). She has
a 21ft. 8in. beam and is just under 60 tons registered.

Power is from a Kalvin TBSC8 600hp main engine driv-
ing a fixed-pitch, four-blade propeller and *Ocean Herald II*
is a 10½ knots on trials. On deck there is a
Sutherland hydraulic combined seine-trawl winch, a pair
of Loeise Hydraulic rope reels, a 24in. Rapp power block
and a Hlab crane, plus Rapp Hydraulic landing winch.
Controls for the winch and reel are fitted in the
wheelhouse.

The wheelhouse is slightly larger than that of *Rhodella*
and is fitted with a Simrad EO38 echo sounder display,
Furuno FRS24 radar, two Decca Mk. 21 Navigators, type
350T automatic plotter, 'Sailor' 400 watt 998/DS8 radio
and 'Sailor' RT144 VHF radio. Tanford steering gear is
fitted in conjunction with Robertson AP 6 automatic
steering gear.

Cooling equipment supplied by Currie & Thomson Ltd.
of Aberdeen maintains the fish hold within a few degrees
of freezing.



The ferro-cement 34-footer *Restless Wave* (above) from the
Mevagh yard in Ireland has a Spencer-Carter trawl winch and
Loeise net hauler (below).



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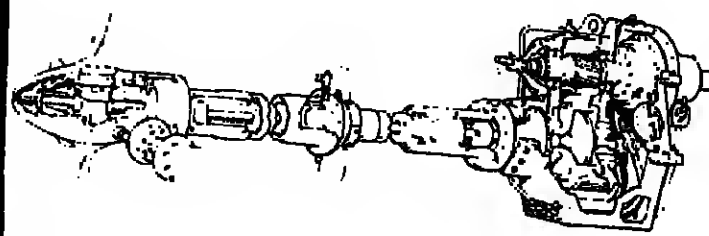
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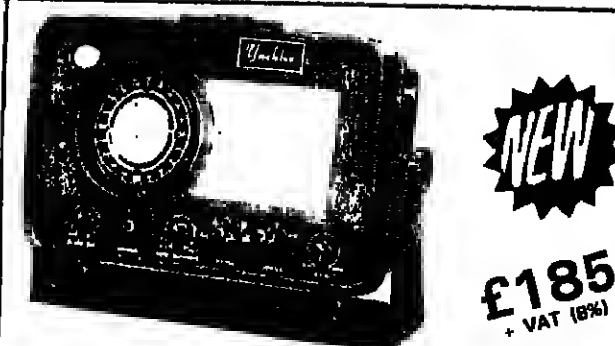


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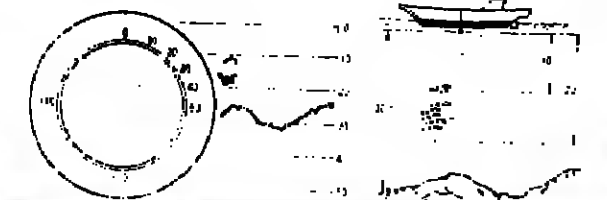
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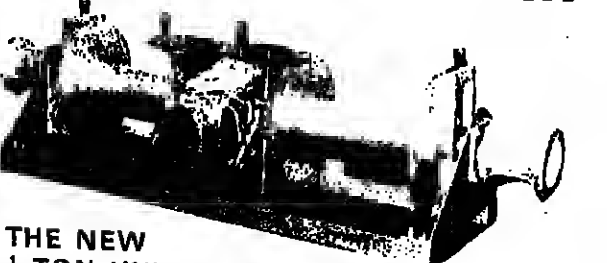
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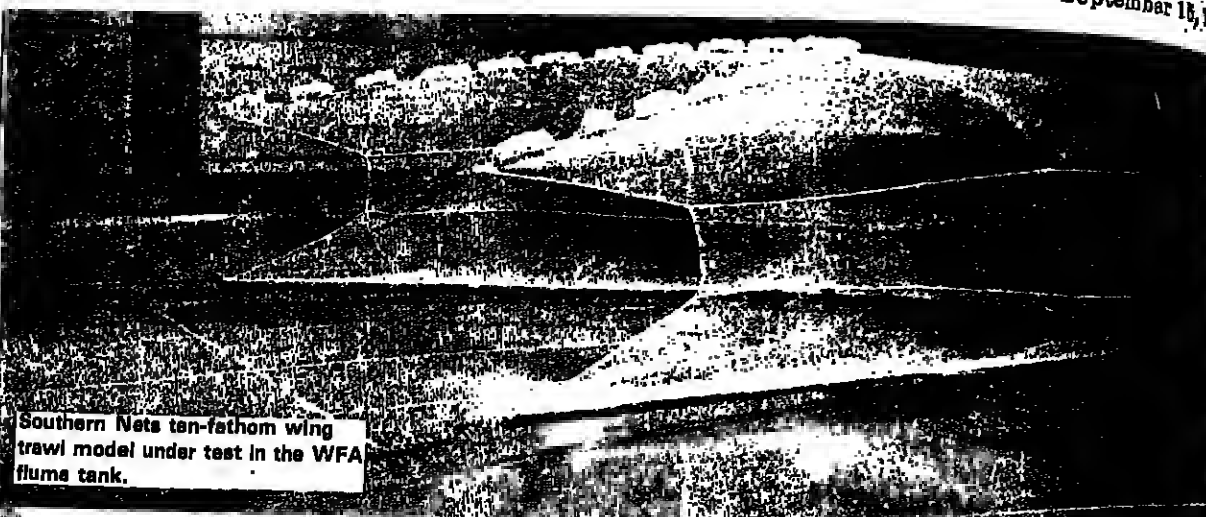
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SOUTHERN NETS of Rye are opening new premises for the production of trawls, which will include the new 400 series wing trawls for round fish.

The WFA flume tank in Hull has been used by the company for one-fifth scale model tests of the ten-fathom wing trawl. The tests indicate the best possible combination of bridle length, otter board size, float arrangement and weight and type of ground-rope rig.

Design

"The flume tank facilities are particularly useful for the fine tailoring required of any new trawl design," says Southern Nets. "Experiments are also being carried out on different types of flappers and funnels."

Another trawl being tested is the

Flume tank helps with net design

600 series Inca. This is a high-lift combination trawl for round and flat fish. It is claimed to have proved popular for catching cod, bass, whiting, cuttle fish and squid.

As with the Southern Nets wing trawls, Inca trawls are available in sizes up to and including 16 fathoms on the groundrope and are supplied with all rigging details. The company says its 200 series of flatfish trawls "continue to be a best-seller." The range has now been increased to 16 fathoms. Trawls are usually supplied "off

the shelf" but they can be custom-made to individual requirements. Many special designs are already in use in various countries.

Southern Nets also makes beam trawls. These have light or heavy grade synthetic fibre webbing and beam sizes ranging from 6, 8, 10, 12 to 14ft. Heavy-duty shrimp cod-ends are supplied as an extra.

The company has perfected its trawls with the help of Grimsby College of Technology's fishing gear consultant, C. C. Radcliffe, from designs by managing director C. E. Hollard.

Range

To meet increasing demands through the swing to inshore fishing and trammel net fish, Southern Nets supplies a full range of materials necessary for making nets for these methods. Gill nets from monofilament or nylon are also available in many different sizes. They are supplied fully rigged or in sheet form with all accessories for rigging available.

RIGGING FRENCH TRAWL DOORS

From page 13

shackles to get the nose down. In fact, it is in the correct position.

As soon as the wear on the shoes moves forward, the spreading performance of the doors falls off considerably. Inward - outward heel

On Kariando the doors have very slight outward heel and, when it was tried to correct this to slight inward heel to see what effect this would have, it was found that the shoes wore away much faster.

From this it was presumed that, with slight inward heel (which all deepsea doors have), the doors are harder on the bottom than with outward heel. To obtain the inward heel, five fathoms of chain was used on the last section of warp.

Again heel varies at different depth and warp settings, but if you can adjust the heel to the extent of hardness you require the doors on the bottom or skimming the bottom, it could be useful. The angle of heel shows up, quite clearly as the shoe wears.

Angle of attack —

backstop positions

On some deepsea doors there are two warp attachment points for bottom trawling; on the inshore doors there is only one, but three backstop positions. When using the correct size door these positions, coupled with towing speed, will make a difference to the opening of the trawl.

Using the aft position gives the least angle of attack, least spread and most headline height. The most forward position will give the greatest angle of attack and greatest spread, spreading the trawl out and bringing the headline down.

Trials were conducted changing the backstop positions for flat fish and the results were phenomenal. So much so that if the results were printed, most people would not believe that one simple alteration could make such a difference to catch performance. Towing faster will also spread the doors out, unless they are restricted for some reason.

The angle of attack of the doors is between 30/35 degrees, which can be seen as

score marks on the bottom of the shoes.

The disadvantage of the Polyvalent doors are that skippers accustomed only to using Vee-doors have to learn the technique of shooting. The doors are also slightly more expensive than conventional doors.

On the plus side, the door is efficient and, because of its shape, does not rely on the same extent on ground sheer, as other doors, for the spreading force. The door is extremely strong, well built and requires little maintenance. Monouwing is turning quickly the doors are very soon back to the correct spread position.

There is a power saving of between five and 10 per cent. Spare shoes are available for each size, complete with bolts for assembly, and the job of changing the shoes can be carried out on deck without taking the doors ashore. Simple alterations make the opening of the trawl perform exactly as required.

The doors and spare shoes are delivered to Ashworth in 20-ton consignments and the

inshore doors are sent out complete with bowshackle. If required, the doors can be supplied ready-rigged with Trawlax Midlink chain and fittings.

With each pair of doors a pamphlet is sent to the skipper stating guidelines for using the doors to the best advantage.

Some of the large Polyvalent trawl doors are used for Pelagic Fishing and the next experiment is to try the small doors on this. An additional warp attachment point welding above the existing attachment point is required.

FISH EXPO '78

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SEPTEMBER is traditionally the start of the oyster season in England and supplies of this succulent mollusc are appearing in London restaurants and in fishmongers shops.

A new leaflet on oysters produced by the Ministry of Agriculture, Fisheries and Food (MAFF) and the White Fish Authority (WFA) puts forward guidelines to ensure that oysters are always good quality when consumed. I quote from the leaflet which is well worth reading:

Oysters in the shell

1. In order to keep oysters alive it is important not to let them dry out. Therefore, cover the oysters with a damp cloth, but not one that is wringing wet. Store with the deeper cup shall downwards in order to retain the oyster liquor.

2. Oysters should be kept cool and not subjected to extremes of temperature, such as freezing. They can be kept alive and fresh for a few days in a domestic refrigerator operating at 5-8°C (40-45°F), but should not be taken in and out of the refrigerator.

3. Always handle oysters carefully, making sure that the shell edge is not knocked or chipped as this could result in the death of the oyster.

4. Remove any growth or dirt adhering to the outside of the shells.

5. When storing in a purification plant make sure that the oysters are not kept there for more than five days at a time and, where possible, this period should be reduced to two days particularly when the temperature is high and if artificial sea water is being used.

6. Check every day and discard any oysters where the shell is either wide open, gaping, or sounds hollow when tapped, as this indicates that the oyster is dead or dying.

7. Regulate deliveries so that oysters are sold within three days of receipt.

Oyster meats

1. Only open oysters that are alive and fresh — in other words where the shell is tightly closed.

2. Oyster meats should be used as soon as possible after shucking — certainly within 24 hours — and kept covered in a refrigerator in any intervening period.

3. If oyster meats are to be used for cooking, the following recommendations apply:

a. dishes containing oyster meats should be consumed immediately after cooking or, if eaten cold, should be kept in a refrigerator and consumed within 24 hours. Do not reheat.

b. cold dishes containing uncooked meats should be eaten within 24 hours and kept in a refrigerator in the meantime.

These guidelines refer to native, Pacific and Portuguese oysters. The leaflet diagram how to open or "shuck" oysters. Copies of the leaflet and further advice can be obtained from the following centres: Oyster meats and recipe ideas: White Fish Authority, Market Development Unit, Ashley Road, Epsom, Surrey KT18 5AQ.

Storage of live oysters, purification systems: Ministry of Agriculture, Fisheries and Food, Fisheries Laboratory, Remembrance Avenue, Burnham-on-Crouch, Essex CM0 8HA.

Freezing and storage of oysters in the shell: Ministry of Agriculture, Fisheries and Food, Torry Research Sta-

shell fish chat

tion, PO Box 31, 135 Abbey Road, Aberdeen AB9 8DG.

I'M A great supporter of any idea which helps to promote shellfish and the Galway Oyster Festival, centred around the little village of Clarinbridge, is an example of how a few dedicated people can achieve results.

This festival has been held every September for the last 24 years and includes a parade, a dance and an oyster opening championship. Willy Moran, a local man, is now the Irish and world reigning oyster opening champion. He will defend his title against eight other nations including Sweden, the USA, Canada and the UK.

Willy Moran's feats as an oyster opener are legendary in Galway — and he is still only in his early twenties. He now holds the world record of



Native oyster

1 min. 3 sec. for opening and presenting 30 oysters. Some leaf!

While the skill of opening oysters is a sport for the chosen few — the eating of the mollusc with Guinness and brown bread is a delight in which thousands from all over the world come to Galway to participate.

ALTHOUGH at present crabs, lobsters and prawns are not reared under artificial conditions on a commercial basis anywhere in Europe, the position could change as a result of research under way in North Wales.

Scientists working at the Shellfish Culture Unit at Conwy, Gwynedd, have developed successful techniques for both prawn and lobster production. The question we must ask is whether intensive culture under controlled conditions will keep the fishmonger's slab well filled?

Work being undertaken on the lobster at Conwy is the first in Europe to include the full life cycle from egg to saleable size.

There is a good market for lobsters and, with the high demand from the Continent, the future for tank-reared lobsters could be tremendous. Overfishing and the threat of pollution continues to threaten the natural stocks around Europe and intensive culture could help to supply this demanding market. Like anything worthwhile there are problems — lobsters are slow growing and it takes at least 24 years for them to be reared from egg to the required commercial size. This involves considerable long-term capital investment.

As well as being slow growing, lobsters are pugnacious and have cannibal tendencies. For this reason they have to be kept in separate containers which adds to the expense of the commercial installation. Food and heat required to fatten the lobsters add to the overall costs.

Mussels and shore-crabs are used to feed the lobsters, but this would not be ideal for large-scale culture. Tests with a mixture of fish meal and reconstituted haddock flour, bound together with jelly, has given reasonable growth and could be used for intensive culture on a commercial scale.

But, in spite of the problems, it has been reported that preliminary costings done at Conwy indicate that commercial lobster culture could be quite profitable. The production of a faster growing strain of lobsters grown under an intensive system could help to make the system more viable.

This development is being sponsored by the Fishmonger's Co. of London and could result in lobsters being produced at a price the public will pay.

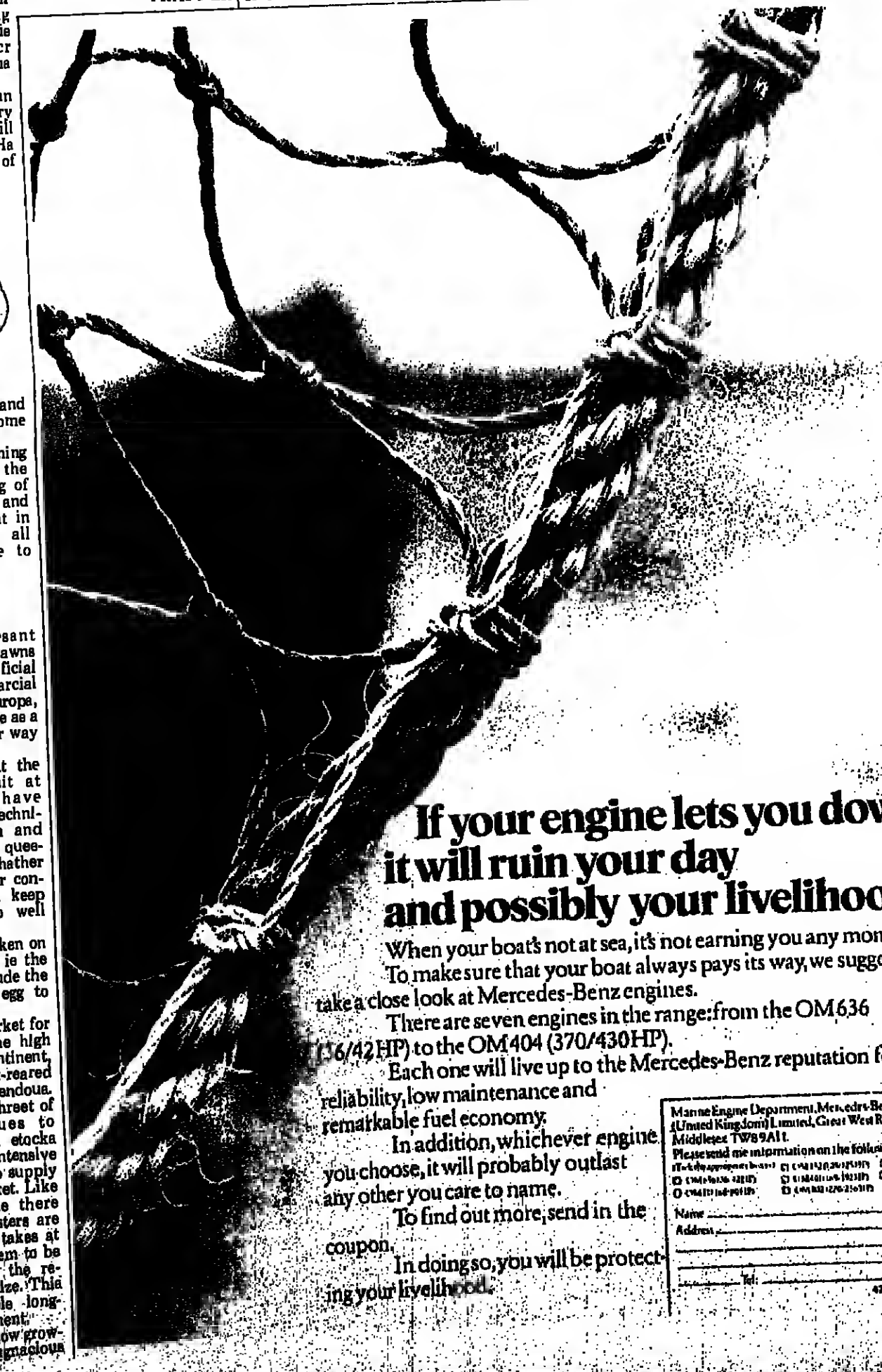
TRAPPER

CHARRED REMAINS



The aftermath of a petrol explosion aboard ship. Only charred timbers remain of the 78ft. ship. Only charred timbers remain of the 78ft. ship. Only charred timbers remain of the 78ft. ship.

Sunday last week, killing two men. Police suspect sabotage. Les Holmes was nearing the end of a long refit to undergo survey work. Insurance will not fully pay for the damage.



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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Middle water
 £15,867: Ross Jackal, BUT (Sk. P. McCarthy), 600k, W, 16 days.
 £14,809: Yesso, Taylor (Sk. P. Brown), 376k, P, 15 days.
 £14,539: Ogano, Taylor (Sk. P. Penketh), 458k, W, 18 days.
 £11,520: Sando, Taylor (Sk. J. Penketh), 369k, W, 16 days.
 £6,511: Hondo, Taylor (Sk. R. Burros), 204k, W, 15 days.

North Sea

£18,088: Lemberg, Lindsey (Sk. A. Wright), 549k, NS, 13 days.
 £13,907: Tom Grant, Lindsey (Sk. R. Sincinir), 482k, NS, 12 days.

Seiners

£10,720: Suromaa, Danbrit (Sk. M. Vishonni), 286k, NS, 13 days.
 £10,236: Charmer, United (Sk. O. Jensen), 252k, NS, 14 days.
 £10,167: Edlei, Danbrit (Sk. L. Gravesen), 242k, NS, 16 days.
 £10,105: Rosenborg, Consol (Sk. N. P. Jensen), 235k, NS, 15 days.
 £9,534: Angol, Danbrit (Sk. L. Gullings), 227k, NS, 17 days.
 £9,427: Beverley, Hamling (Sk. J. Stringer), 296k, NS, 18 days.
 £9,146: Well Bouk, Sleight (Sk. E. Nielsen), 217k, NS, 12 days.
 £8,823: Fiona Jane, Sleight (Sk. E. Sorensen), 249k, NS, 16 days.

Pair teams

£32,874: Ellen, £17,105, (Sk. A. Thinnesen), 504k, and Melissa Louise, £15,769, (Sk. G. Mussell), 448k, both United, NS, 14 days.
 £27,727: Ann Charlotte, £14,497, (Sk. R. Collins), 417k, and Sonia Jane, £13,230, (Sk. D. Bulay), 389k, both John R, NS, 10 days.
 £19,969: Green Valley, £13,050, (Sk. R. Younger), 352k, and Geiser, £6,919, (Sk. M. Clark), 188k, both Danbrit, NS, 14 days.
 £17,034: Skanderborg, £9,431, (Sk. A. Mussell), 271k, and Kathleen, £7,603, (Sk. T. Scorsar), 232k, both John R, NS, 16 days.

Belgian trawlers

£20,165: Atlas (Z 105), Hamling (Sk. H. Meyers), 512k, NS, 12 days.
 £20,118: Marbi (0 33), Hamling (Sk. P. Van Billemon), 498k, NS, 9 days.

HULL

£38,488: C. S. Forester, Newington (Sk. R. Taylor), 1,743k, BI, 26 days.

FLEETWOOD

£69,709: Solbakur, Marr (Icelandic), 2,023k.
 £19,801: Olduljon, Marr (Icelandic), 751k.
 £9,283: Stigandi, Marr (Icelandic), 449k.

Home water

£17,883: Luneda, Marr (Sk. A. Barkworth), 606k, 15 days.
 £13,506: Boston Stirling, Boston (Sk. W. Bridge), 593k, 15 days.
 £10,232: Replenish, Ward (Sk. J. Rnwcliffe), 277k, 14 days.
 £8,663: Admiral Houke, Hewett (Sk. H. Buckley), 273k, 14 days.
 £7,903: Marrie Jacob, Boston (Irish vessel), 130k, 13 days.
 £5,425: Resolute, Ward (Sk. J. Wright), 130k, 13 days.
 £4,957: Southards, Hewett (Sk. S. Carlson), 146k, 11 days.
 £4,454: Craigmillar, Ward (Sk. D. Bailey), 122k, 13 days.

Pair teams

£50,027: Fydea, £25,308, (Sk. J. Sumner), 833k, and Jacinta, £24,719, (Sk. B. Birley), 990k, both Marr, 15 days.

ABERDEEN

£22,363: Grampian Chieftain, North Star (Sk. R. Leiper), 861k, S, 14 days.
 £19,246: Grampian Monarch, North Star (Sk. R. Catto), 903k, S, 15 days.
 £15,293: Wyre Defence, BUT (Sk. G. Tata), 527k, WC, 12 days.
 £14,561: Jasmin, John Wood Group (Sk. E. Parker), 457k, F, 18 days.
 £14,031: Velio, Marr (Sk. J. McKay), 513k, S, 14 days.

LOWESTOFT

£20,751: St. Phillip, East Coast (Sk. T. Martin), 612k, NS, 10 days.
 £17,631: St. Patrick, East Coast (Sk. S. Jonas), 504k, NS, 12 days.
 £14,699: Barnby Queen, Tallisman (Sk. C. Craig), 360k, NS, 12 days.
 £13,258: Boston Sea Dart, Boston (Sk. A. Quantrell), 403k, NS, 12 days.

£12,600: Huddersfield Town, East Coast (Sk. R. Taylor), 1,743k, BI, 26 days.
 £12,287: Oulton Queen, Tallisman (Sk. A. Hutchinson), 316k, NS, 12 days.

NORTH SHIELDS

£13,408: Ben Chourn, Irvin (Sk. T. F. Jamieson), 26,118 kg, NS, 12 days.
 £10,913: Ben Meidie, Irvin (Sk. A. Coe), 29,497 kg, NS, 9 days.
 £9,431: Ben Glas, Irvin (Sk. S. Shadsar), 18,651 kg, NS, 13 days.

Under 80 ft

£14,482: Christine Nielsen, Irvin (Sk. C. Ellis), 25,876 kg, NS, 5 days.
 £7,373: Bishop Burton, Newington (Sk. T. Fairly), 12,988 kg, NS, 6 days.
 £7,350: Lindisforne, Irvin (Sk. J. Bailey), 12,756 kg, NS, 3 days.
 £6,847: Lothian Rose, Irvin (Sk. T. Johnson), 12,925 kg, NS, 3 days.

Pair teams

£12,114: Novo Spero, £5,877, (Sk. D. Fairnie), 10,524 kg, and Stardust, £6,237, (Sk. W. Fairnie), 10,970 kg, both Caley, NS, 3 days.

ORANTON

£18,848: Arctic Brigand, Liston (Sk. B. McPherson), 785 cwt, WC, 13 days (at Avr).
 £15,611: Arctic Crusader, Liston (Sk. M. Trotter), 876 cwt, NS, 16 days (at Avr).
 £13,799: Arctic Riever, Liston (Sk. D. Wright), 572 cwt, NS, 16 days (at Granton).
 £11,773: Arctic Attacker, Liston (Sk. I. Smith), 462 cwt, WC, 11 days (at Avr).

MILFORD HAVEN

£7,839: Bryher, Norrard (Sk. A. James), 180k, 12 days.
 £6,335: Picton Sealion, Norrard (Sk. T. Saltar), 127k, 11 days.
 £4,402: Westerdale, Linka (Sk. T. Smith), 90k, 11 days.
 £4,034: Rosevear, Norrard (Sk. J. Manson), 88k, 7 days.
 £3,537: Norrard Star, Norrard (Sk. J. Rogers), 90k, 6 days.

KEY: BI Beer Island; BS Barents Sea; DW distant water; F Ferre Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Western Isles; WC West Coast; WS White Sea; Sk Skipper; k kits; o owt; kg kilo.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from White Sea and Bear Islands: Boston Hollyfax, From Faroe and Westary; Nanao, Ogono, Okino, Ross Cheeth, Ross Cougar, Ross Panther.

HULL

No local deep-water trawlers expected.

PORT MARKETS

FRIDAY, SEPTEMBER 8

DUBLIN
 118t hoxes landed, mainly from Houth, Killybegs and Arklow. Demand was good, with prices being the main variable. Prices: holothers, £1/£1.80; prewens, 30p/60p; black sole, £1.50/£1.60; clips, 40p/45p; brill, 12p/20p; turbot, 10p/11p; plaice, 5p/30p; dabs, 4p/6p; cod, 24p/27p; codling, 10p/12p; haddock, 12p/14p; haddock, 24p/28p; whiting, 10p/13p; per lb; round whiting, 10p/13p; rey, 5p/12p; mackerel, 4p/14p; per box.

RYE (SUSSEX)

16 hoxes landed. Prices: plaice, £4; whiting, 80p; per stone; large

DOVER

sole, £1; medium, 80p; clips, 40p; per lb.

MONDAY, SEPTEMBER 11

GRIMSBY
 18 hoxes landed and supply of 6,756 kits, which met a good demand. Prices: shell cod, £3.50/£5; codling, £2.80/£3.50; large haddock, £4.10; medium, £3.20/£3.90; small, £2.20/£2.90; large plaice, £6.70; medium, £4.90/£5.60; small, £3.70/£4.40; large skinned dogfish, £8; medium, 7p; small, 1p/7p; rockfish, £2.60/£3; large lemon sole, £7.40; medium, £6.80; per stone.

FLEETWOOD

Prices: cod, £80/£85; plaice, £30/£35; haddock, £25/£30; ling,

£23/£26; sole, £20/£22; monkfish, £12/£15; roker, £12/£17; whiting, £10/£11; gurnard, £8/£10; turbot, £140/£170; megrim, £15/£24; per 10 st. kit.

NORTH SHIELDS

Prices: large cod, £28/£30.25; medium, £23/£25.10; small, £19/£21.10; very small, £17.50/£19.25; large haddock, £26.75; medium, £21/£22.50; small, £17/£17.25; whiting, £28.50/£17; large lemon sole, £34; medium, £31; small, £21; large plaice, £25; medium, £26.70; small, £20/£22; large dogfish, £13; small, £5; per 40 kilo unit.

MILFORD HAVEN

299 kits from three hauls. Prices: squid, £40/£45; large cod, £36; medium, £36; codling, £36; plaice, £18; medium, £40; small, £23; turbot, £110; whiting, £14/£17.80; large Dover sole, £185; slip, £110; tongue, £76; hiri, £60; large ray, £37/£40; medium, £27; small, £20/£22; dogfish, £8; per 8 st. kit.

ISLE OF MAN

Prices: herring, 103 units landed at Peel at £53.50/£55; per unit.

TUESDAY, SEPTEMBER 12

HULL
 1,691 kits, a part landing from an Icelandic vessel. Price ranges per 10 stone kit heads on: cod, £32.50/£45 (average £37); codling, £31/£37.25 (average £34); haddock, £31/£37.50 (average £34.50); sole, £53; coley, £18.50/£25.50 (average £22); lemon sole, £61; rockfish, £20/£29.50 (average £24.75); ling, £16/£21.50 (average £18.75).

ABERDEEN

237 tonnes from North Sea boats. Prices: mackerel, £6; large codling, £18/£17; medium, £33/£30; small, £18/£13; ling, £17/£18; hake, £37/£32; lythe, £31; saithe, £7/£9.50; medium haddock, £28/£39.50; medium, £21/£28.50; small, £14/£12.7; whiting, £17/£20; lemon sole, £11.50/£15; plaice, £12.50/£16; skate, £23/£33; monkfish, £40; per cwt; halibut, £11.40/£19.60; per stone.

LOWESTOFT

Five vessels landing 1,933 kits. Prices: Dover sole, £25.50; large turbot, £108/£170; small, £110/£130; brill, £45; lemon sole, £44/£50; large plaice, £44/£45; medium, £44/£52; small, £42/£54; cod, £37/£47; codling, £22/£44; dabs, £20/£30; whiting, £12/£26; large haddock, £38/£40; catfish, £24; monkfish, £20; per 10 st. kit.

BILLINGSGATE

ON TUESDAY, 183 tons were delivered. Average selling prices on merchant's walls: salmon, English, £1.90/£2.20; Scotch, £1.90/£2.20; Scotch grilse, £1.55/£2; salmon trout, £1.15/£1.15; rainbow trout, 60p/70p; sole, tongue, 70p/80p; klipps, 56p/55p; mackerel, 11p/11p; large, £1.75/£1.55; small, £1.25/£1.25; smoked salmon, £3; per lb; large turbot, £21/£22.40; medium, £12.60/£16.40; small, £9.80/£11.90; large brill, £7.70/£10.10; medium, £5.60/£7; small, £4.20/£4.90; English plaice, 11b/21b, 75.80/£6.20; Danish plaice, 11b/11b, 55.30/£6.80; 14lb/24lb, 55.50/£6; large halibut, £14/£17.50; medium, £18.20/£21; small, £14/£15.40; selected lemon sole, 26/£9; large whiting, £4.50/£5; small, £4/£4.25; headless home water cod, £7/£7.20; fillets, shell cod, £10/£10.80; bulk, £11/£11.50; coel fish, £4.50/£5.50; haddock, £9.80/£11; home water haddock chata, £4.20/£4.30; kit, £4.20/£4.30; gibbers, 55/£5.10; jumbo, £5.30/£5.40; selected whiting, £3.40/£3.80; small, £2.50/£2.80; small English

dogfish, £6.50/£5; large, £0.80/£1.1; mackerel, £2.40/£2.50; herring, £5.50; London cod, £10.60; golden cutlets, £2.20; filleted kippers, £5; selected kippers, £8; monkfish (skinned), £10; bass, £26.20; grey mullet, £5.50; squid, £9; large ray, £8.80/£10; medium, £6.50/£8.30; small, £3.70/£4.70; red mullet, £22.40; large conger, £2.70/£2.80; small, £1.80/£2.30; per stone.

SHELLFISH

SELECTED lobsters, £2.50/£2.70; unsorted, £1.50/£1.80; crabs, oval 3lb, 30p/40p; under 3lb, 20p/30p; small, unsorted, 5p/10p; prawns, 75p/£1; per lb; oysters, £15/£25; per 100; English cockles, £2.20 per gallon.

FROZEN FISH

ATLANTIC salmon, £1.30; Canadian halibut, £1.38; scampi, £1.40/£4; snappers, 43p; turbot, 45p; grey mullet, 40p; bount, 60p; wing fish, 40p; per lb; fillata, plaice, £8.10; cod, £4.90/£5.20; dogfish, £2.20; squid, £4.90/£5.20; kippers, £7.50/£8; per stone.

A. W. BUTLER (W/Sole) Ltd.
 BILLINGSGATE MARKET, LONDON EC1
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 Telephone: Hornchurch 43318/43618/72387

September 15, 1978

LONDON SHOW TALK IN

EURO-CATCH '79

with exhibitors from Belgium, Canada, Denmark, France, Germany, Japan, Norway, Sweden, USA and the UK, will be supported by two conferences.

The European Engine Conference and Fishing Electronics Conference will run with the exhibition and papers will touch on factors affecting the industry.

Post Office Telecommunications has already agreed to present a paper and invite questions on communications facilities for ships at sea, and Decca will present a paper on positioning systems and its uses.

Papers on other electronics subjects are expected from Germany and Scandinavia.

Several European as well as UK interests have agreed to present papers on high speed diesel engines and other aspects of engine performance.

Visitors will be able to attend both conferences. The exhibition will be held at Olympia, London, from June 27-July 1, next year.

WICK

260 boxes from 12 boats. Price ranges per 10 stone kit heads on: cod, £32.50/£45 (average £37); codling, £31/£37.25 (average £34); haddock, £31/£37.50 (average £34.50); sole, £53; coley, £18.50/£25.50 (average £22); lemon sole, £61; rockfish, £20/£29.50 (average £24.75); ling, £16/£21.50 (average £18.75).

FOLKESTONE

Eight boats landing. Prices: plaice, £5.55/£5.25; codling, £2.80; medium, £4.55/£4.25; flounders, £2; dabs, £4.5; pontling, £1.80; whiting, £2.75/£2.55; per stone; large Dover sole, £12/£12.25; slip, 75p/65p; lemon sole, 54p/54; large turbot, 95p/£1.05; medium, 86p; small, 63p; per lb.

BIRKHAM

Prices: plaice, £5; mackerel, 11p; Dover sole, £21/£23; slips, all, £7.50; monkfish, £25; whiting, £1.80/£2.30; mackerel, £1.50; brill, £8.50; per stone.

ISLE OF MAN

Prices: herring, 2,300 units landed at Peel at £48.50/£51.50; per unit.

WEDNESDAY, SEPTEMBER 13

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Prices: herring, 2,300 units landed at Peel at £48.

